

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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**INFORMATION REPORT**REPORT NO. 

CD NO.

COUNTRY Yugoslavia

DATE DISTR. 3 April 1952

SUBJECT Activities at: 3 May Shipyard, Rijeka;  
Scoglio Olivi Shipyard, Pulj.

NO. OF PAGES 2

DATE OF  
INFO.NO. OF ENCLS.  
(LISTED BELOW)PLACE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

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The following vessels were observed to be  
under construction at the two following  
shipyards during October 1951:The 3 May Shipyard, Rijeka

1. Approximately 30 vessels were under construction, among them water tankers, tugs, and commercial vessels. The most important vessels observed were:
  - a. Four vessels identified as the UCKA (former LOCGHI), the AVALA, the DINARA and the RUMANIA, with a displacement of 4,500 tons; 6,000-horsepower engines; and a speed of 17 knots, were being completed;
  - b. Eight tugs<sup>1</sup>, two of which have a displacement of 650 tons and the remaining four of lower tonnage, were under construction;
  - c. Six 300-ton water tankers<sup>1</sup>, which according to plan should be completed by the end of 1951, were under construction; and
  - d. The SPLIT, a torpedo ship, was nearing completion.

The Scoglio Olivi Shipyard, Pulj

2. The following new vessels were under construction at the Scoglio Olivi Shipyard during October 1951:
  - a. Six motor vessels<sup>2</sup> of the ABBAZIA type, each 54 meters long, equipped with two 525-horsepower engines, having a velocity of 15 knots, and a capacity for 700 passengers, were being constructed. According to plan, three of these vessels, all of which are destined for Dalmatian coastal traffic, should be completed by the end of 1951, while the remaining three should be completed sometime in 1952; and

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b. An unspecified number of tugs equipped with 260-horsepower engines.

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1. [ ] Comment: Your attention [ ] which reported water tankers and tugs to be under construction at the 3 May Shipyard, Rijeka, during July 1951.

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2. [ ] Comment: This confirms information reported [ ] to the effect that during late May 1951, six coastal vessels destined for use on the Istria-Dalmatia-Rijeka run were under construction at the Scoglio Clivi Shipyard in Pulj.

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